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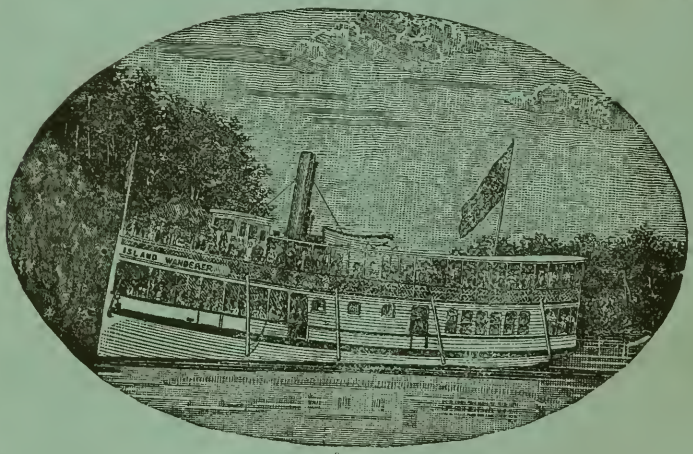

ISLAND WANDERER.

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MEANDERINGS

AMONG

A THOUSAND ISLANDS,

OR AN ACCOUNT OF

CAPT. VISGER'S DAILY TRIP

ON THE

RIVER ST. LAWRENCE

By George Cockwell
of the Jefferson County Hist. Soc.
1340.972

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MEANDERINGS AMONG A

THOUSAND ISLANDS,

BY THE WANDERER.

The St. Lawrence is a very monarch of rivers. The rainfalls of half a continent, gathered into the largest reservoirs of fresh water upon the earth's surface, constitute its sources of supply. The course of its stream for more than seven hundred miles, from Lake Ontario to the Gulf, where its vast volume mingles with the Ocean, lies between shores, and over soils and rocks whose character changes with almost every geological formation known. Scattered along its whole length are numerous Islands, whose varied aspects and formations, as well as the constantly changing appearance of its banks, present every variety of natural scenery to the voyager upon the waters.

That portion of the River which extends from Lake Ontario down the course of its stream for about fifty miles and which is irregularly filled up with Islands, of which the entire number is probably near two thousand,* varying in size from a few feet in diameter to many miles in extent, was originally termed by the old French and Canadian voyagers

THE LAKE OF A THOUSAND ISLANDS.

It has a breadth from Kingston, in Canada, to Cape Vincent, on the American shore, the direct line being across Long or Wolfe Island, which is also about where the waters, in common parlance, begin to be designated as "the River," of about ten miles, from

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* NOTE. The number of the Islands is often asked. They are commonly said to be about Eighteen hundred. Mr. Hough, the historian of several of the counties of Northern New York, in a very interesting and exhaustive work on the Thousand Islands, published in 1880, while I notice he does not himself vouch for their accuracy, quotes two English writers who visited the Islands about 1822 and 1826, as saying that the number as ascertained by the commissioners for running the boundary between Canada and the United States, was 1692, counting every projecting rock having but a single tree. Another, about the same time, writes that "the number according to the latest surveys was 1700." The fact is that not only the limit of what are known as the Thousand Islands is very imperfectly defined, and perhaps differently by different individuals, but the actual number is constantly varying from the varying height of the water in different years.

which it gradually though irregularly diminishes to less than one mile, where a ferry now connects the termini of railroads at the Canadian town of Brockville, and the village of Morristown on the New York side. It is this portion, perhaps more particularly the central and lower part of it, where the Islands are more closely disposed, which has come to be designated as the "Thousand Islands of the St. Lawrence," and which has long been known and celebrated by poets and novelists for its singular and natural beauty. The wild forest, intermingled with partial cultivation upon its Islands and shores; the many narrow and tortuous channels, land-locked bays, with secluded and sheltered nooks among its several clusters, alternated with extensive stretches of open water, many of which themselves might well be called lakes, all clear and pure as the most transparent crystal, present scenes of enchantment, whose beauties are ever changing and never wearying to the eye of the beholder.

THE STEAMER "ISLAND WANDERER."

It is a region, which, while multitudes have desired to visit, and in fact of which many have caught partial glimpses in the hasty pas-

sage of the old St. Lawrence Steamers down the usually navigated channels, yet comparatively few have been able entirely to explore. The time and expense required to traverse all its multiplied channels, and the meager facilities within reach for doing so, have, until very recently, effectually concealed many of its most delightful views from the observation of the multitudes who desire to see them. Within a few years and largely by the efforts of

CAPT. E. W. VISGER,

a life-long resident of the vicinity, who has constantly endeavored to extend the excursions of his Steam Yachts, many of the more interesting and less freqented localities have been brought to the delighted vision of thousands who otherwise had never come within their reach.

The very best and most satisfactory view that can possibly be obtained, in a short time, of the wonderful beauty here so lavishly displayed is undoubtedly to be had in taking an excursion on one of the trips of this Steam Yacht.

THE "ISLAND WANDERER"

has been built and arranged with the express purpose of affording the best facilities for visiting the scenery among the Islands. While, of course, it is not pretended to pass through every channel and to give a view of every Island, or even to embrace the whole extent of all these several magnificent clusters, the trip does present in its entire compass of about forty miles, and in a general view, the more prominent features of the most interesting portions, such as is not to be had so satisfactorily in any other way. Nor in fact, is it to be obtained at all in any way, except by the employment, at large expense of

PRIVATE YACHTS.

These from their smaller sizes are able to enter the narrower channels, and so to visit the several localities in more particular detail, yet from their smaller elevation above the water fail to present the more extended panoramas, the views of which are obtained from the higher decks of the Wanderer, and very often also they occupy several days in exploring the ground traversed by her in a single trip. If one has leisure and means at command, it would undoubtedly be pleasant and interesting, after obtaining the general

view of which we have spoken, to visit with smaller boats and more particularly to explore the narrower channels and more secluded nooks, occasionally taking a bass or pickerel for picnic dinner from the well known fishing grounds of which we catch the most delightful though more transient glimpses from the deck of the Wanderer.

We take it for granted that no one who visits these now celebrated Islands will wish to leave them without participating at least once (and many go many times without failure of interest) in the enjoyment of this excursion, and as it will be regarded by many persons as desirable to preserve some memento of so delightful an experience, this little account of the trip, with some local and historical information in regard to prominent places and objects of interest which it brings to view has been prepared, which in connection with the

MAP OF THE ROUTE

and the adjacent portions of the river (of which copies are for sale on the boat) will both serve the immediate purpose of giving such information as is often desired, and afterward of preserving their features in the memory of those who have enjoyed the excursion.

As the boat stops briefly at the principal summer resorts on her route among the Islands, the visitor may commence his journey at any convenient point. The time table and fares are so arranged as to give every one the entire round, and generally if desired to stop over a few hours at any of the landings between the trips and resume his journey on the return of the boat, all in one day and for a single moderate fare.

The trip proper, however, commences at the village of

ALEXANDRIA BAY,

which seems to be a sort of central headquarters for most of the various movements of summer life among the Islands, although it is perhaps true that hundreds who have reached only some of the upper parks suppose (we think however erroneously) that they have seen the Thousand Islands, when, in fact, they have never yet set eyes on the loveliness which surrounds this most charming of all their summer resorts. For the sake, then, of following the entire route in regular order, we will make this our

STARTING POINT,

and begin our account with the departure of the boat from her dock in front of Cornwall Brothers' stone store. I do not propose to give any lengthened description of the village and its famous hotels. This is to be found in the Hotel Guide Books, and as this little book is supposed to be in the hands of those who either have had or will have opportunity to see these for themselves, the labor of description may well be spared. Of the village itself, it may be of some interest to the curious in the local antiquarian history, to note that its site was selected so far back as 1804 by a surveyor for

JAMES LE RAY DE CHAUMONT.

This gentleman was the son of a distinguished French nobleman, and left the court of France toward the close of the last century and settled in this county. Whether or not it was in anticipation of the political troubles then brewing, and which a few years later eventuated in the bloody scenes of the French revolution, we cannot certainly say, but it is a well-known historical fact that then and soon afterward there was a very considerable French immigration to this and other points contiguous to the St. Lawrence. De Chaumont became a proprietor of extensive tracts of land in Jefferson county, and it was under his auspices that this town and others were first permanently settled. He gave his name and the names of various members of his family to many towns and villages, among them that of his son Alexander to Alexandria. He was long known as a very popular and public-spirited citizen, who not only encouraged settlement and improvement upon his own lands, but identified himself with all the interests of the country of his temporary adoption, but finally returned to his estates in France about 1810.

Alexandria Bay was chosen as the most feasible locality along this part of the river for a

PORT OF ENTRY

for a considerable section of the adjacent country, being, in fact, the only good harbor easily accessible between Clayton and Morristown, a distance of about thirty-four miles. In the very early settlement if had a considerable trade in timber and staves, of which vast quantities were collected every season in the sheltered waters near the village. I have thought of this as the probable

origin of the familiar cognomen by which the little settlement has been so long known. The place where the principal produce of their industry was carried to be sold or bartered was really a "bay," probably the lower of two, which together embrace the peninsular point and neck upon which the village was first built, and which the venerable Chauncey Westcott, Esq., now the oldest inhabitant, informs me was the usual place where the timber for rafts was chiefly collected. So short and easy a title naturally transferred itself to the whole settlement, and so the village acquired the sobriquet which it seems destined now to retain. The collections of timber in various forms, were annually floated by the merchants who purchased them in large rafts to the Montreal market. Later, and in fact up to about twenty years ago, in the flourishing days of lake navigation, before the steamboats were superseded by the railroads on either side of Lake Ontario, it was a place for large shipments of produce from the interior.

Many thousands of bushels of grain and packages of dairy products found their way to distant markets over its wharves. The cutting and gathering of wood for the supply of the Steamboats which navigated the Lake and River was also a very important industry, the activity of which for a long period gave winter employment to a considerable part of the population, and enabled many to pay for their land.

But perhaps we are dwelling too long upon these local memories of the past, and you will be impatient for the enjoyment of the present in the commencement of our promised excursion. We will choose the afternoon trip as the one more generally patronized from this point, and on fine afternoons, as are most of those in summer on the St. Lawrence, it will be a real luxury to get away from the hotels and breathe freely the pure ozonic air that at this hour is usually fanning the surface of the water to a gentle ripple.

Going on board a few minutes before the hour of starting, we may have a brief opportunity to gaze upon the

PANORAMA OF LIFE AND BEAUTY

which spreads around us. It may supposed that you have not failed to notice the magnificent hotels which are just at hand, the two larger, the "Thousand Island House" and the "Crossmon," both within a few rods on either side immediately fronting, and the well kept grounds extending to the river, and the "St. Law-

rence," somewhat smaller, but still able to accommodate about 100 guests, just opposite us and a block further back. While waiting for the boat to start let us take a preliminary view of

WHAT IS GOING ON ABOUT US.

The Dock itself presents a busy scene. Lusty porters sweating under the enormous loads of baggage going off in the afternoon boats for the railroads at Cape Vincent and Clayton, and parties of ladies and gentlemen hurrying to the same destination. Skiffs are gaily flitting in various directions over the river in front, some filled with parties of pleasure rowing about for their own amusement; some intent on preparations for fishing; some perhaps bringing passengers from the Islands in the vicinity, for departure by the boats, or perhaps to join the Wanderer in her favorite excursion.

THE MORE DISTANT SURROUNDINGS

may well also take a moment of our attention. Look right over the stern of our boat across the bay below Crossmon's. On the rocky point beyond is

BONNIE CASTLE,

the beautiful and unique summer residence of Dr. J. G. Holland, whose name you will at once recognize as the accomplished and

talented editor of Scribner's Magazine, and one of the most celebrated of our American literary men—whom not to know something of, especially here at Alexandria Bay, for which he has done so much, and where he is so loved and honored, were a display of ignorance not lightly to be confessed. The Doctor thinks this part of the St. Lawrence, if not the most delightful, yet "the sweetest spot on earth," and no doubt the high excellence of his literary work is largely due to the inspiration of the summer breezes which for three or four months in the year it gives him so richly to enjoy.* In front of Bonnie Castle we have

AN EXTENDED AND MAGNIFICENT VIEW

down the channel of the River, which is studded with Islands that seem to float like emeralds on a sea of glass. On a few of them are small cottages, but they are too distant to be readily distinguished, and in fact for the owners of most of them we shall ourselves have to refer to the list published in connection with the map. The Sunken Rock Light House about half a mile distant, beyond which lies an Island of some forty acres in its primitive forest condition, called Deer Island, and the Canadian Light House about four miles distant on the head of a large Island known here as "Grenadier," you will not fail to see. A little to the left of these, across the channel of the river, about a mile distant, but still in good view, is what is known as

MANHATTAN ISLAND,

on which are the tasteful summer residences of Judge James C. Spencer, of New York city, and J. L. Hasbrouck. It is the largest and central Island of quite a little group which is known as

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* NOTE. Since the first edition of this work was printed, Dr. Holland has passed away. He died suddenly at his residence in New York city in October, 1881. His last utterance is supposed to have been inspired with the thought of a projected visit to his place here, to look after some improvements, which he had planned and to which he had often referred for some time before, for he loved the Islands almost like a child. The expression quoted in the text is literally that given in reply to a question of the writer whether he did not weary of the St Lawrence—"It is to me," he said, "the sweetest spot on earth." He then went on to speak of the constant, all-winter longing he felt, almost counting the days to the approach of the time when he could escape the weariness, or as he expressed it, the "incessant grind" of the city to this delightful home. Dr. Holland was of course known to the world chiefly as one of the most popular of American authors. But here he was best known and appreciated simply as a man, a citizen, a Christian and public benefactor. At his first visit, in the summer of 1877, which he spent as a guest at one of the hotels, he decided to make this his summer home, and purchased the point upon which Bonnie Castle now stands. He at once put his heart into all the needs of the place, and identified himself with its interests in every plan for public improvement, especially in intelligence and morality. The successful establishment of a young people's literary association, and the extensive enlargement and adornment of the church at which he and his family constantly attended, were some of the results not only of his large-hearted liberality, but of his personal attention and effort. He was loved and mourned in Alexandria Bay, as few men have been anywhere upon so short an acquaintance. A handsome memorial tablet, bearing his name, has been placed by the voluntary contributions of the people of the village, in the Reformed Church, whose inscription recites that he was "An earnest and cheerful Christian, our beloved fellow worshipper, friend and generous helper in all good things."

"Manhattan group," some of which are connected by rustic bridges, and together are a little paradise. This is the first Island on which any one attempted a summer home.

SETH GREEN,

now widely known as the fish commissioner of the State of New York, built a cottage there, where his family summered, and he went a-fishing for two or three seasons, about twenty-five years ago, and it is a very probable supposition that here he acquired, a part at least, of the skill in fish-ology which has since become so celebrated and useful. Glancing still around to the left we get a glimpse of a small house on elevated ground, which is on

DESHLER'S,

a beautiful Island of about fifteen acres, the property of W. G. Deshler, Esq., a banker of Columbus, Ohio, one of the early discoverers of the beauty of the Thousand Islands, who for many years has generally made Alexandria Bay his summer quarters. The little cottage is for the accommodation of the man who takes care of the Island, Mr. Deshler preferring to remain with his family at Crossmon's. Still further to the left, and above Deshler's, is

HART'S ISLAND,

on the highest point of which, the tower and roof of a large and handsome cottage show themselves among the oaks which crown the summit. It was erected by the Hon. E. K. Hart, of Albion, N. Y., about 1873, but has usually for a few summers past been occupied by parties from Ogdensburg. Hart's Island is reputed as the place where the Irish poet Moore wrote the celebrated Canadian Boat Song, early in the present century. The tradition has this foundation, that the published works of Moore mention it as having been written on the St. Lawrence, as also one other of his poems, and since this establishes the fact that he visited the Islands somewhere, the song is just as likely to have been composed here as anywhere else, which is probably about all there is of it.

Away past the head of Hart's Island and quite across a larger intervening stretch of water on the other side of it, we get a view of several cottages in the forest on

WESTMINSTER PARK

which occupies five hundred acres of the lower point of Wells Island. You will also notice the long dock built for the use of the Park on this side, and some distance back from the shore, the spire of Bethune Chapel crowning the high wooded knoll where it shows itself among the forest growth. It is a pretty structure, erected by the Park Association for the use of its residents and visitors, where divine worship is observed in the usage of the Presbyterian Church during the visiting season. As opportunity will be given to call at the Park on our return homeward, a nearer and more satisfactory view of the improvements of this magnificent summer resort, which are more on the other side, may be had by any one desiring to visit them. The next in order of the circuit of the panorama before us, is a fine summer house erected in 1881 for Mrs. LeConte, of Philadelphia. It is on

ISLE IMPERIAL,

which was formerly not much more than a little cluster of rocks, with a few trees on one of them, but having been enlarged by filling between and around them, is so finely located in front of the hotels and but a few hundred yards distant, as to have become one of the most attractive of residences. Next in order is a small cottage on another small Island called "Maud," not much more than the size of a city lot, and the property of Rev. F. B. A. Lewis, of Watertown. Miss Bullock, of Adams, owns the cottage perched on the cliff almost directly beyond, which is on a high bluff of Wells Island, well named Point Lookout, as it looks out on the most magnificent prospect in every direction. On the same Island not far above, are to be seen between the smaller Islands, some of the buildings of a large dairy farm of five hundred acres at which our cottage summer residents find it convenient to be supplied with milk during their stay. Nearly between the dairy buildings and our position

FLORENCE ISLAND

has a small tasty cottage owned by H. S. Chandler, Esq., understood to be connected with the "New York Independent."

RYE ISLAND

immediately above, was cleared of its timber some years since, and some cultivation attempted upon it, but the effort to make it pro-

ductive has long since been abandoned, and having partially grown up with young trees, it is a favorite camping ground for parties of young people who desire to remain in the vicinity of the village and hotels. It is still owned by Messrs. Walton, the original proprietors of all the Islands in the vicinity, who have declined for the present to dispose of it, though we believe they have had frequent opportunities to do so at a large price.

FRIENDLY ISLAND,

which will be easily distinguished as we pass on up our course, by its name conspicuously painted on the steep abattis of rock which fronts the channel of the river just above, is owned by some gentlemen in New York city, who purchased it some years since, as was understood for purposes of improvement, which for some reason have not been effected.

In the interval between Rye and Friendly Islands, peeps out of the foliage where it is snugly nestled among embowering trees an unpretending cottage that you would hardly observe except by close inspection. It is on

WELCOME ISLAND,

a visit to which would charm any one who loves to look out of some quiet nook upon the hurry of the busy world, and be himself undisturbed by it. It is the property and summer residence of Hon. S. G. Pope, of Ogdensburg, whose taste and resources as a builder are amply shown in the finest structures, both of simple cottages and more elaborate residences, which grace the Islands of the vicinity.

Above Welcome and Friendly Islands, and in full view, are the white cottages of

PULLMAN ISLAND,

which, although by no means pretentious in its architectural erections, yet from its associations is probably an object of quite as general interest as any in the vicinity. It is the property of Geo. M. Pullman, Esq., of Sleeping Car notoriety, whose entertainment of General Grant with a large party of friends in the summer of 1872, has so impressed itself among the notable events of the Islands as not soon to be forgotten.

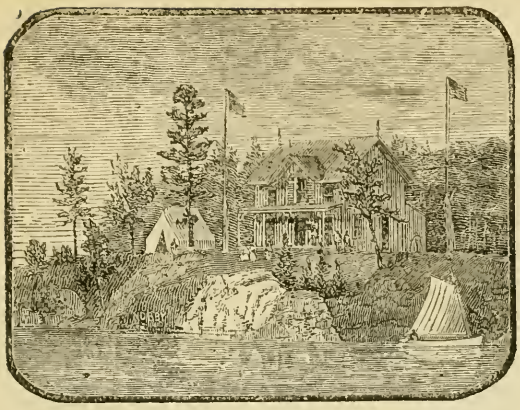
THE VISIT OF THE PRESIDENT OF THE U. S.

a notable event at any time, was especially so as it occurred the summer preceding the presidential election which gave Gen. Grant his second term of office, and was of course a matter of interest throughout the country. The political caldron was boiling with all the activity incident to a near election, and multitudes of patriotic citizens, to say nothing of aspiring politicians, all over the country suddenly discovered how exceedingly pleasant, convenient and conducive to health it might be to visit the St. Lawrence and go-a-fishing, for what? may easily be conjectured. But this visit, whether or not it had anything to do with the next presidency, evidently had a great deal to do in directing public attention to the Islands as a delightful and accessible summer resort, and it probably lost none of its natural effect upon the public mind from the circumstance that a large party of members of the newspaper press, on an excursion from Watertown, where they were in attendance on an editorial convention, had been very handsomely entertained at an out door collation on the same Island, early the same season.

There had for some years been a plentiful lack of accommodation for any very large number who might desire to spend some time at the Islands. This year the lack, greater than ever, was demonstrated in a very practical way. As the immediate result, plans for new and larger hotels, long before talked of, found active promoters with the necessary amount of capital. The next season these two immense caravanseries were ready for the reception of guests, and since that time Alexandria Bay has been famous. Changes and improvements have since been continually going on, all looking particularly to the accommodation of the increasing thousands who have here annually sought health and recreation.

But by this time the boat will be starting—we shall soon see more evidences of the improvements of which we speak. As we pass up the River the first to claim our attention is a very neat cottage, or rather two of them, on a little cliff, which emerge from their hiding behind Friendly Island on the right. They are on

NOBBY ISLAND,



NOBBY ISLAND.

the property of Henry R. Heath, of New York city, and C. E. Goodwin, of Oneida, N. Y., who built here about 1873, and who with their many friends have made the Island merry with their annual gatherings.

CHERRY ISLAND

on the left, had a small, rough cottage erected upon it, as early as 1860, which has been variously and irregularly occupied, mainly as a convenient shelter for camping parties. In the year 1881 there were two other and better cottages built, the first, a large house named "Melrose Lodge," by parties from Chicago, socially connected with the Pullman's. In fact the wife of A. B. Pullman, Esq., with her friend Mrs. G. B. Marsh, are joint owners. The upper and smaller cottage is owned by Rev. George Rockwell, now of New York city, but best known in this region as for more than twenty years the pastor of the Reformed Church, the first organized in Alexandria Bay.

Nearly opposite this we pass quite near Pullman Island. Just above Cherry Island you mark the singular Rock known as Oven Island, or as some call it

"DEVIL'S OVEN,"

which rises out of the deep water much in the general form of an old fashioned out door Dutch oven, and to complete the resemblance, has a large opening at the water level under one side, which is said to have been one of the hiding places of the celebrated Bill Johnson, who figured largely hereabout in the border troubles of 1837-38, the scene of whose most famous exploit we will pass by and by.

Within half a mile above the oven, we pass on the left, four cottages on as many different Islands. The first, quite near the shore we can only name as

CUBA,

owned by W. F. Story, built about 1876, but which has since been but irregularly occupied, usually, we believe, by parties renting it for the season.

WAU WINET

is the second, said to be so called from the name of an Indian village on Narragansett Island. The cottage was built in 1880 and the Island, though small, is nearer the channel, and has not only been handsomely improved, but occupied every summer by the owner, Mr. C. E. Hill, of Chicago, who with a very trim and lively little steam yacht of the same name constantly running to and fro, plenty of banners by day, and vari-colored lights by night, makes things look lively and enjoyable throughout the visiting season.

H. H. WARNER'S ISLAND,

the third, is situated nearly in the centre of the channel, so that we pass quite near, and get a good view of the improvements. It

WARNER'S ISLAND.

is the property of H. H. Warner, Esq., well known in Rochester, N. Y., as one of the most enterprising, public spirited and liberal of her "Safe" business men, who was the donor a few years since of a well equipped astronomical observatory for the use of that city. The name also is not likely to be forgotten elsewhere, at least not in this vicinity, seeing that his "Safe Tonic Bitters," "Safe Kidney and Liver Cure," "Safe Nervine," "Safe Pills," "Safe Diabetes Cure," and how many more "Safe" medicines we hardly dare to say, are not sparingly advertised, not only in the newspapers generally, but hereabout on buildings, fences and other convenient sign boards, almost everywhere except on his own Island. With no special purpose of adding to the fame of that which is already so widely celebrated, we can readily concede to Mr. Warner both excellent judgment in selecting a Summer home in a spot so unusually open to the salubrious breezes of the St. Lawrence, and superior taste in adorning it. He has transformed what was before rather a barren and rocky Island to a garden of beauty and attraction.

Just above Warner's we pass the twin Islands, Pratt and Centennial, on the upper of which Mr. H. Sisson, of Alexandria Bay, has built a little cottage. All along our right, from Pullman's Island up, we have been passing near the shore of Wells Island, which, though rock bound, and in some places somewhat precipitous to some fifty or sixty feet in height, is covered generally with quite a considerable native forest growth. The whole frontage is understood to have been sold not long since by Mr. Sisson to parties who contemplate improvement, but whose work has been carried no further than a little cleaning up of underbrush, and encouraging the proper growths. The range is terminated by a miniature "Anthony's nose" of bare rock marked "Louisiana Point" purchased a few years since by the Hon. Judge Labatte, of New Orleans, while on a visit here, with a purpose of a summer home, which was built in 1881. In a little bay immediately above are a few acres of smoother land, most of which is very prettily shaded, which has been laid out and mapped in small lots and designated

"EMERALD PARK,"

and which are understood to be held for sale by Mr. Sisson, at low rates, for the convenience of those who do not desire, or whose means do not permit the occupation of an entire Island.

Immediately above, and apparently adjoining, was originally a low island of a few acres, intersected with marsh, but having been improved by digging out the marsh, has been separated into a cluster of small Islets and called

SEVEN ISLES.

These are all covered with a young growth which bids fair to become the loveliest of groves, shading all the narrow channels. A small cottage, half hid among them, is owned, as in fact is the whole cluster, by Hon. B. Winslow, of Watertown, formerly a member of the State senate from this district.

In Densmore Bay, above, and some distance to the right, McIntyre the photograph man, who takes pictures of all the Islands and parties who desire them, has a little home cottage and picture factory, which he properly enough denominates

"PHOTO."

There are also farm houses and farms now on both sides, those on the right hand being on Wells Island, the left the main shore, but it is hardly necessary to do more than to call your attention to the patience and economy necessary to dig a living among these rocks. Evidently these shores are not calculated to compete in corn and wheat cultivation with the prairies of the west. Nevertheless these farmers do contrive to live very comfortably, principally off the products of the dairy, as what land there is, not entirely unfertile, is best adapted for grazing.

POINT VIVIAN.

About a mile above Warner's Island on the main, is a little cluster of twelve or fifteen cottages which will attract attention. They have been built mostly by residents of the interior of Jefferson county, for the convenience of spending a few weeks of the warm season on the river. They purchased this wooded point, and have built each to please himself, and so form a little neighborhood where each has an independent home, but yet in the society of his friends.

For the next two or three miles, although the channel is contracted, in some places to less than half a mile in breadth, and in fact has the local name of "the Narrows," yet its deep and rapid flow indicates most forcibly the immensity of this magnificent river, especially as we remember that this is in fact only about

half or less than half the mighty tide which it is constantly sending to the sea. All along the Narrows there are irregular branching bays on both sides, some of which are hidden behind peninsular points which would only need short canals through their isthmus connection with the main to change them to Islands. The most beautiful of these, about a mile above Point Vivian, was long known as "Page Point," and later as "Grinnell Park," from the names of former owners. It is now called

CENTRAL PARK.

This embraces some fifty acres, still largely covered with the original forest. This was several years since opened and cleared of its undergrowth, and being perhaps the finest grove in this part of the river, became a favorite resort both for pic-nic dinners of fishermen and for pleasure parties from the surrounding country. It is now owned and controlled by the "Central Park Association," under whose direction it is being still further improved and opened to the public. Some pleasant buildings are already erected on the shore and among the trees, and others are in process of construction. Situated as it is on so narrow a part of the main American channel, and surrounded with sheltered bays and high rocky points, it bids fair to become one of the pleasant resorts of the river.

Less than a mile above this a very cozy summer house on a half acre Island on the left, called

CALUMET

is the property of Rev. Henry R. Waite, formerly U. S. consul in Rome, now engaged as superintendent of educational statistics in the Census Bureau at Washington, and who generally makes an annual visit of a few weeks with family and friends.

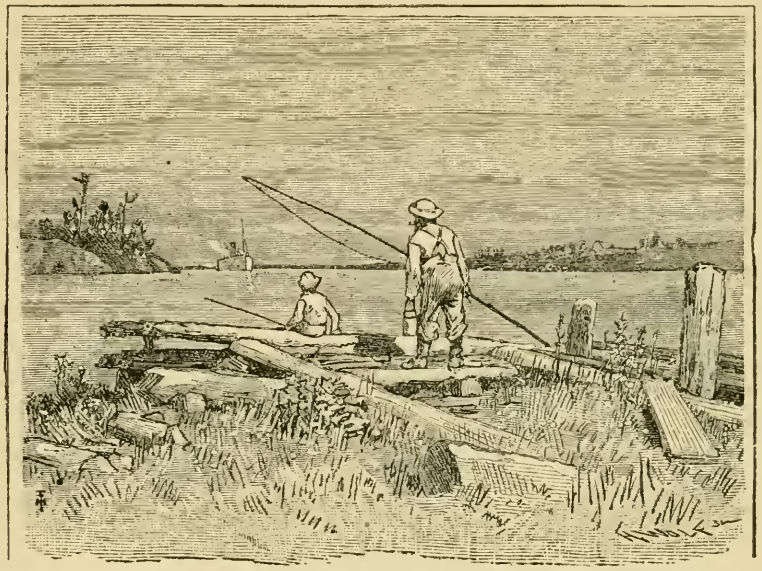
On the main shore in the immediate neighborhood one or two small cottages have been recently built, whose ownership we have been unable to ascertain.

COLLINS LANDING,

only a few hundred yards above, was formerly one of the wooding stations for the old American line of steamers on Lake Ontario, and also the site of a steam saw mill, whose only relic, a rusty cylinder boiler, lies on the shore ornamented with one of Mr. Warner's "Safe" signs.

Shortly above Collins Landing the narrow channel begins to widen, and a number of farm houses, with a factory for Limberger

cheese on the Wells Island side, somewhat vary the landscape. While the shore of Wells continues rocky, the farms on the main are now more extended and the land generally susceptible of cultivation. About half a mile above the cheese factory on Wells Island, is the



PEEL DOCK

so called from the destruction of the steamer Sir Robert Peel, a well remembered incident of the border troubles of 1837-8, to which allusion has already been made. Not to enter at length into the history of those troubles, it may be sufficient to say that an abortive attempt to revolutionize the Canadas, generally known as the Patriot war, found many sympathizers and awakened great interest all along the border. The burning of the American steamer Caroline near Niagara by a band of men from Canada, while it aroused a general indignation throughout the States, especially intensified the excitement here, and produced a feeling difficult to repress. Men were enlisted, and organizations effected, under the name of "Hunter Lodges," who threatened and in fact attempted an invasion of Canada in the interest of those who desired revolution. The particulars of the burning of the Peel are thus related by Mr. Hough in his history of Jefferson county:

On the night between the 29th and 30th of May, 1838, the British steamer Sir Robert Peel, was plundered and burned at Wells Island, under the following cir-

cumstances. * * * * She was on her way from Prescott to Toronto, with nineteen passengers, and had left Brockville in the evening, which was dark and rainy, and arrived at McDonald's wharf, on the south side of Wells Island, in the town of Clayton, at midnight, for the purpose of taking on wood,

Threats of violence had been intimated, and before the steamer had left Brockville, it was hinted to one on board that there was danger of an attack, but this threat was not regarded. The passengers were asleep in the cabin and the crew had been engaged about two hours in taking on wood, when a company of twenty-two men, disguised, and painted like savages, and armed with muskets and bayonets, rushed on board, yelling and shouting, "remember the Caroline!" drove the passengers and crew to the shore, allowing but a hasty opportunity for removing a small part of the baggage, and toward morning, having cast the boat into the stream, to about thirty rods distance, set it on fire. The scene of confusion and alarm which this midnight attack occasioned among the passengers can be better imagined than described.

Some of them fled to the shore in their night-clothes, and a considerable portion of the baggage was lost. After the boat was fired in several places, a party including Thomas Scott, a passenger (a surgeon who had staid to dress a wound), got into two long boats and started for Abel's Island, four miles from Wells Island, where they arrived about sunrise. He stated that there were twenty-two persons besides himself and the wounded man, in the two boats. The brigands were known to each other by fictitious names, as Tecumsah, Sir William Wallace, Judge Lynde, Capt. Crockett, Nelson, Captain Crocker, Bolivar and Admiral Beubo. Several thousand dollars in one package, and also smaller sums, were taken from the boat and various articles of clothing. The only house in the vicinity of the wharf was the woodman's shanty, where the passengers found refuge until five o'clock in the morning, when the Oneida, Captain Smith, came down on her regular trip, and finding the distressed situation of the unfortunate persons returned with them to Kingston. It is said to have been the intention of those who took the Peel, to have captured with her aid the steamer Great Britain the next day, and to have cruised with these steamers on the lake, and transport troops and supplies for the patriot service.

The leader of this outrage was William, or as he was commonly called "Bill Johnson," well known on the border for his bitter hatred of the English and Canadian governments, and ready for any measure that might aid the so-called "patriot" cause. So far from denying, it appears that he rather gloried in the exploit. Of course it at once not only awakened the indignation of Canada, but aroused our own government to the necessity of guarding the frontier and preventing a breach with the Canadian authorities. Gov. Marcy, then in the executive chair of New York, himself visited Jefferson county and took measures to repress any further hostile demonstration. A large reward was offered by our own, and a larger by the Canadian executive, for the arrest of the outlaws, and the officials of both countries united in the effort for their capture, especially of Johnson. It has, however, been hinted that the American detail professedly engaged in this service, did not lose a great deal of necessary sleep by their watchfulness. Johnson was aided, in his hiding among the Islands, by his daughter, it is said in a boy's disguise. As she was then a very attractive young woman, a spice of romance for a long time attached to her adventures, and her fame as the "Queen of the Isles" extended through the whole region. The writer met her many

years since at Clayton, where she was married and the mother of a family, who, so far as discovered, bore no especial marks of royal birth. She is, we believe, now dead, but some of Johnson's sons are now living in Clayton.

Late in the fall he was arrested by the American authorities, but escaped, and was re-arrested two or three times, until finally the border having become quiet, he returned to Clayton and was no more molested. Indeed so far from the American government having any continued desire for his punishment, he seemed to meet with favor, and as probably a good democrat, was appointed by the administration of President Pierce, keeper of the light at Rock Island, which shines on the very spot where the Peel was burned. The explanation is believed to be that he had before rendered effectual, though perhaps not very reputable service, to the U. S. in the war of 1812, when employed as a spy, he had succeeded in plundering the British mails of important despatches which he brought to the American officers at Sackets Harbor. This explanation has at least the color of plausibility, as it is said he was appointed by the recommendation of Gen. Scott, who, as an officer of the American army, was during the war engaged in the military operations then in progress upon the frontier, and probably knew all about Johnson's services.

But to return to the description of our trip. Not far above the Peel dock we come to some recent improvements upon a cluster of small Islands, and on the shore of Wells, that have incidently grown out of the location of the Thousand Island Park, which we are now rapidly approaching. We cannot particularize them all. On the small Islands at the left are several summer residences of various sizes and pretensions. The nearest, "Frederick Island," is owned by a gentleman of that name, a merchant of Carthage, N. Y. The second "Occident and Orient," by a N. Y. gentleman, named Washburn. The third is an expensive house belonging to E. N. Robinson, a broker, who has been somewhat noted for large operations in Wall street, where it is said he has both made and lost sums of money reaching into the millions, very rapidly There are some two or three more distant cottages on Islands whose names and owners are in the list and map we use. Over back of these Islands is a little hamlet known as

FISHER'S LANDING,

where a very comfortable house called the "Central Hotel" entertains, in a quiet way, a good many summer guests. On the Wells

Island side we pass some clusters of cottages and one hotel, the "Wellesley House," before reaching the Park proper, for the names of those owners we again refer to the lists on the map, at "Jolly Oaks" and "Waving Branches." As we turn to the right to make our landing at the Thousand Island Park, we pass the Rock Island Light House, which guards the navigator against several surrounding dangerous rocks, and indicates the proper entry from the open water above into the narrower channels we have been ascending. Some two or three miles distant across the intervening stretch of open water above, and nearly in the center of a large level Island, a large building somewhat resembling the Thousand Island House at Alexandria Bay, looms conspicuously into view. It is the Round Island Hotel.

ROUND ISLAND,

some 150 acres in extent, is laid out as a park around it. It was purchased about two years since and is conducted nominally in the interest of the Baptist denomination. It is about two miles this side of the village of Clayton, which it hides from our view, and being easy of access from the railroad at that point is quite a favorite resort for the denomination name and many others. The morning trips of the Wanderer now frequently extend to Round Island. The approach shows its shores to be rocky, apparently of sand-stone formation, and some fifteen or twenty feet in height from the water. They are generally bordered by small trees which have survived from the original forest. The central part of the Island is level or but slightly undulating, and had been for many years under cultivation as a farm, but is now laid out as agreat lawn, around which is an extended drive, the Hotel being near the center. The outer and wooded border is laid out in lots for cottages, of which there are about thirty, and more in course of erection. Some of those fronting the river channel are in excellent taste as gems of cottage architecture.

THOUSAND ISLAND PARK.

Here the boat makes a stop of several minutes, and we have time to land and walk a little about the Park if desired. A small admission fee of ten cents is, we believe, charged at the gate. But to get a satisfactory view of the Park it would have been better to have come up on the morning trip and wait over, as many do, resuming the excursion in the afternoon.

We need say but a few words of this Park, which has become one of the summer institutions of the country, and has already been visited by thousands, both from Canada and the U. S. It had its beginning in the winter of 1874-5, although by the invitation of its projector, Rev. J. F. Dayan, parties of ministers and others, chiefly members from the Methodist Episcopal Church, had the autumn before visited various localities of the Islands within a radius of several miles for the purpose of selecting a site. The upper end of Wells Island, on the American side, was finally chosen and arrangements informally commenced for its purchase. During the winter the projectors effected an organization, at first under the name of the "Thousand Island Camp Meeting Association," of which Dr. E. O. Haven, then Chancellor of Syracuse University, and afterward one of the Bishops of the Methodist Episcopal Church (but since deceased), was President, and Rev. J. F. Dayan, secretary and general manager. With considerable negotiation and some hesitation in regard to the quantity of land needed for the success of the enterprise, they finally purchased all the land in the neighborhood then open to sale (about 950 acres), and employed an engineer to lay it out suitably for the purposes they intended it to serve. Reserving a strip all around the shore, and other grounds for the public uses, a considerable space was marked off in avenues and lots, which were offered for sale the following spring. By this time a dock for steamers, and various buildings for boarding hall, offices, stores and some lodging rooms to be owned and controlled by the association, were in good progress. By active effort, and extensive advertising, the project sprang into success at once. Lots were immediately and largely taken. Provision was made by the trustees for a series of meetings at which the ablest speakers on religious and philanthropic subjects were to be heard. Soon not only the lots on the Park itself, but all the desirable shore property near, with the small Islands in the near vicinity, advanced largely in price and found eager buyers. Thousands became visitors, hundreds purchasers, and very many builders, so that there soon arose a considerable summer village, perhaps averaging a thousand or fifteen hundred inhabitants for two months in the year, and often increased to more than double that number on the days of special interest in the meetings held. There are now probably more than two hundred buildings on the grounds, most of which are private cottages. Some friction, of course, has occurred in the management, and some grumbling at the strictness of regulations made, or believed

to be necessary for the preservation of good order upon the grounds, but on the whole the institution has had a large success. It is, however, understood that there has been a change in the management, and that still greater effort is to be made for continuance of growth. A comfortable and commodious hotel, whose want has been greatly felt and often expressed by those who were dissatisfied with the rather primitive accommodations hitherto provided, and who were willing to pay for better, is now to be erected and other improvements looking to permanency and comfort. Hitherto the whole Park has been practically but a sort of a mammoth out-door hotel, where most of the guests took meals at the boarding hall, but very generally looked for their own lodgings in cottages and tents. Still, rooms were to a limited extent provided in the upper lofts of some of the buildings, and at the same time, many families lived and had all arrangements for providing the table in their own cottage and tent homes.

Our stay at the Park is limited to a few minutes, and after receiving probably a large addition to the number of her passengers, the Wanderer moves on her way. Any further information in relation to the Park is, if desired, easily accessible in some of the publications issued in its interest, notably in a little book, entitled "The Thousand Island Park, its Origin and Progress," which may probably be found at the Book Stands, and perhaps also on the boat.

From the Park Dock we move around the upper end of the Island, and you will not fail to notice the beautiful situation and ornamentation of some of the cottages nearest the river bank, along whose rocky but yet beautiful and level plateau shore, we pass to our next landing which is the

HUB HOUSE.

This is a fair sized hotel only a few rods distant from the Park, and occupying rather more than the original whole of the Rocky Hub on one side of which it is built. A few rods back and above we see Grenell's. It is on a small Island, originally a spur, but now separated from the larger one above, which is also owned and to some extent farmed by Mr. Grenell, who has resided here for many years, giving entertainment to a few guests perhaps in the rather primitive style of a country tavern. One or two cottages perched on high points of the larger Island may be found on the list in connection with our map.

Leaving the Hub House the boat swings around to the left to pass up the channel between what is marked on our map after the old charts as "Stuart," but which has been known as "Jeffers" and now commonly as Grenell's Island, from the name of the owner.

This constant change of names of Islands is to be regretted as leading to great confusion. But it goes rapidly on, especially with the smaller Islands, which, with every change of ownership, are apt to be baptised with new names to suit the taste of the new owners. But this is not all, nor the worst. Many of the larger Islands are given names on the charts published by authority of the English and American governments, entirely different from those in common use. This has an illustration in the Islands just about us. That on the left is named on the English charts "Stuart," which was copied on the map in common use and also on the American charts. The early deeds named it "Jeffers," by which it seems to have been once generally known. So of the Island on our right. It is on the charts, both English and American, as "Murray," but hereabouts is universally called "Hemlock Island." It is doubtful now if any one living in the vicinity should hear of either "Stuart" or "Murray" Island he would know what was meant.

Quite a lively controversy arose a few years since as to the proper name of "Wells Island." It is marked on the charts "Wellesley" and on the map by both names. When the Methodist people inaugurated the Park, "Wellesley" had never been heard of in the vicinity. The publisher of the map, which was first issued the same season which opened the Park, and which was based on a copy of the old English charts, in this, as in several instances, inserted both names. With the names only as given in the chart, the map would have been of very little value, for no one here knew anything about them. But when the Park began to be talked of, some astute Methodist brother discovered that Wesley was a contraction of Wellesley, and of course for a Methodist Park that would be the right name for the Island, and great efforts were made to bring the longer name into use, much to the disgust of the older inhabitants. They had received title to their lands as being and situate on "Wells Island," and had no notion of giving up the title either to farm or Island, especially for a jaw-breaking name like that proposed. A good deal of discussion arose in the newspapers and otherwise as to the proper designation, but in the vicinity and among the residents at least, the new name is *no go*.

But, say the Park people, "it is the old name, the charts all have it, and no chart has the name Wells Island." The facts seem to be these ;

So long ago as the close of the last century, before the Islands were finally divided between Canada and the state of New York, one William Wells, a resident of Brockville, though it appears a native of New Hampshire, was engaged in lumbering upon this Island, which he continued for many years, and as is generally the case in new countries, it took the name of its first occupant, and came to be known, as it always since has been in the neighborhood, as "Wells Island," and all the deeds of land upon it are located by this name. The original patent of the Islands to Elisha Camp in 1823, did not mention any of the Islands by name, but simply conveyed all the Islands belonging to the state of New York, lying between certain designated points on the River. Upon a very old map in the possession of Messrs. Cornwall & Walton, of Alexandria Bay, which they received with an early purchase of lands upon Wells Island, and all the other small Islands lying between certain defined points, and which is said to have been made for the commissioners of the U. S. who run and established the boundary line, this is designated "Wells Island." The date of the map is lost or omitted, but it is believed to be about 1820.*

The history and authority of the name "Wellesley" is believed to be simply this. About 1817 or 1818 an English officer, Captain W. F. W. Owen, R. N., surveyed the River, presumably by the authority of the British government, and a chart was made by him on which were inserted names upon many points which ,with a few exceptions, had not been before known or heard of. This is evident from the fact that many of them were memorials of the European wars, in which the English had recently been engaged. Some were adopted from places where important events had transpired, others from officers who had become distinguished. Now Captain Owen had of course some show of right in giving such names as he pleased, so far as the English side of the boundary was concerned, but it may be questioned how far it was suitable or in the best taste to apply them upon American territory, without regard to the commonly used designation of the inhabitants. But he did so very extensively, of which this is an example. Wellesley being the

*NOTE. This map is entitled, "A map of all the Islands of the St. Lawrence within the State of New York" and is in two large sheets, evidently made with great care, and each sheet signed, "Wm. A. Bird." It is much dilapidated by age and use, having been used through several extended law suits. It evidently covered originally all the Islands patented to Camp in this part of the River, which were those between Morristown and the most westerly point of Grindstone Island.

family name of the Duke of Wellington, the hero of Waterloo, which by the way is commemorated in the immediate vicinity, the beautiful and significant name of the "Lake of the Island," as applied to the land-bound and secluded sheet which lies, as it were, in the bosom of this very Island and is about five-sixths surrounded by its shores, is on the chart changed to "Lake Waterloo." It is to be regretted that the U. S. officers charged with the American lake survey, of which the charts of this part have been recently published, have in so many instances followed this unauthorized Englished nomenclature to the exclusion of names locally much better known. "Wells" is and was for years known and used in the whole region, while "Wellesley" was never heard of in the vicinity till about the time the Thousand Island Park was inaugurated, when it was brought into notice by a copy of one of the sheets of the English charts, which was borrowed and used by the gentlemen interested while engaged in canvassing for the beginnings of their enterprise, and is the same that afterward became the foundation for the very little map which has been so much used by visitors. But we are for a while about to lose sight of Wells Island, and it is a fit time to dismiss this wearisome discussion about the name into which we have been led by a desire to get the facts fully before the public, which we believe has not before been done.

As we pass up the channel between Grenell's, or Jeffers, or Stuart Island, whichever you choose to call it, and Hemlock or Murray (you see names are as plenty as the Islands) away to the right is the

CLIFF HOUSE

another small Summer Hotel, built on a high bluff at the foot of the Island last mentioned. It is kept by Mr. E. Garrettson, formerly of the Globe Hotel in Syracuse, and in generally well patronized in the summer by guests from the Central City. Our route lies up near enough to the Island to catch a good view of some cottages along its shore, for the names of whose owners we must again refer you to the list before mentioned. Through much of this passage the village of Clayton is in full view, being about three miles distant, but we soon lose sight of it as we turn short to the right, enter a narrow gap between Hemlock and Robbins Islands, and emerge into Eel Bay, an expanse of water some three miles in diameter, with only a few low Islands, which do not interrupt the

view quite to the wooded shores of another part of Wells Island again. Our way lies pretty close along the eastern shore of

GRINDSTONE

one of the largest of the Thousand Islands, being about four or five miles long by two and a half wide, having on it some 200 inhabitants, who reside on farms in a fair state of cultivation, and are enabled to furnish a considerable amount of supplies for the consumption of visitors. Passing around its northerly point, which is an immense naked hill, bordered by a forest growth of several acres on the side toward Canada, we speedily enter

CANADIAN WATERS

which open to our view a great stretch studded with Islands and divided into channels in a manner to bewilder any attempt to enumerate or arrange them. Hardly any of them seem to be more than a few acres in extent. Though generally rocky, they are nearly all more or less wooded, even rocks with scarce standing room for a man often supporting a tree or a bush to which he might cling in case of shipwreck. Some, however, bear evident witness of the destructive ravages of fire, which has often and sadly marred their original beauty. It evidently now

REQUIRES SKILL TO GUIDE THE COURSE OF OUR CRAFT.

Many channels open in every direction, but only the skilful pilot knows in which of them it is safe to venture. Hidden rocks abound. Some indeed reveal their position near the surface, when on a very fair day, their light brown clouds the deep green of the deeper water, but others lie further down, and all the more dangerous, because, although unseen, they are still within reach of our keel. But our pilot never hesitates. He only keeps a keen eye on the land marks, knowing that in the right channels there is generally more than a hundred feet of water between us and the bottom. Passing through some five or six miles of such navigation, sometimes almost shut up in the narrow passages, and again crossing wide stretches that are on every side broken and bounded by Islands, turning now to the right, and anon to the left as quickly, we wind tortuously among the changing channels sometimes within a few feet of the rocky shore, until finally after a seeming exceedingly narrow escape from wreck upon a jutting point, we cross a not very wide passage opening eastward to an extensive

bay, and make our landing at the Canadian town of Gananoque, of whose steeples we have for some time caught occasional glimpses between the Islands.

GANANOQUE

is the nearest Canadian town of any size, to the great body of the Thousand Islands. It is nearly opposite and about five miles in a direct line from Clayton, and ten or twelve from Alexandria Bay, though it revuires a ferriage of nearly double that distance from either, on account of the winding passage made necessary by intervening Islands. It is situated at the mouth of a river bearing the same name, which was the original natural discharge for a considerable number of small lakes lying some miles to the Northward. The Rideau Canal, which joins the St. Lawrence at Kingston with the Ottawa, diverts the water from some of them for the use of its higher levels, so that the stream is probably not so large as it would be if it received all that naturally belonged to it. It is, however, still sufficient for moving a considerable amount of machinery, which is employed for flouring and saw mills and also for various purposes of manufacture, chiefly of nails, agricultural implements, furniture and various hardware supplies. The dam which gives the fall is situated in the village, above which the stream is navigable for skiffs, with only one other portage, fifteen or twenty miles to some of the lakes which are its sources of supply. As these abound with fish and game they are often visited by sportsmen from the American side, who report the lakes to be of great beauty, and the sport' both in hunting and fishing, excellent.

Gananoque has a population of about three thousand inhabitants, with five churches of different denominations. There are several hotels where sportsmen on the river occasionally stop, as the fishing in front is said to be the best in the St. Lawrence, but there has been no sustained effort to direct attention to it, as a place of summer resort, and the sportsmen who frequent its waters are mostly in parties from Clayton, Alexandria Bay and other places on the American side. The Grand Trunk Railroad passes and has a station about two and one-half miles North of the town, but the principal business access has hitherto been by the Steamboats navigating Lake Ontario, which call here on the passage up or down the river.

LEAVING GANANOQUE,

our course is at first over a considerable stretch of open water, across which the Gananoque channel, so called, is marked by a light house and beacon, known as "Jack Straw." These serve both to mark hidden shoals and as a guide for the egress of the navigator across, and out of the apparently land-locked sheet of water which stretches away on both sides. After passing between the light and beacon, our boat leaves the usual channel, which we can see marked by another light off to the right, and plunges into the depth of

HALSTEAD'S BAY,

where seemingly there is no way, and which is to all appearances completely shut in. When, after passing dangerously near some small rocky inlets, we seem within a few rods of landing upon a low rocky point directly in front, a sudden turn to the right opens a straight but narrow estuary along which we obtain a clear view a mile or more directly ahead. What had before appeared in a solid mass as a continuous point of the main land, melts into an Island cluster, among which, as we progress, we catch glimpses of varied and intricate channels in every direction. From the contracted channel along which we now sail, other passages open and mingle in a labyrinth seemingly almost interminable. Once almost grazing a round rock that rises on our left much in the shape of a hay-cock, and not much larger, we almost instinctively listen for the shock of the boat striking as she passes. But our course is straight on, though in a channel often exceedingly narrow but almost as direct as a surveyors line, till finally emerging from a strait between two high rocks, where one could easily toss a pebble to either shore, we enter the more open and usual channel where a sharp turn to the left shows us a light house about two miles ahead, a wide stretch of water dotted with Islands all about, but no visible opening through the forest covered, rock-bound land, which to all appearance completely blocks the way. Wells Island lies at the right, the Canadian main at the left, on both of which a few scattered farm houses and fenced fields betoken partial cultivation. Just before reaching the light house a little cluster of Islands appear on the right, and just past these the shore of Wells Island rapidly recedes, and appears to meet the land from below at an exceeding rocky and precipitous part near the end of a narrow bay. No definite opening is here visible, in that direction, but a reference to the map shows a narrow passage, which is really not more than a man's long leap across. It is the

INLET TO THE LAKE OF THE ISLAND,

down which the water rushes with a current sufficient to turn a mill, which might there be built with one end each in Canada and the State of New York, and not be a very large mill either.—The magnificent cluster in front and on both sides is considered one of the finest, if not the very finest in the St. Lawrence. The islands are generally well wooded, and you will think them gems of the first water. The entire Canada water at this point is not much more than a mile in breadth and gradually contracts for about one and a half miles, and in that space are about eighty Islands, some of which are of considerable size and in partial cultivation. They seem as if placed here for the express purpose of damming the stream and disputing the passage of the water, which however, finds its way in many narrow and intricate passages, generally with a rapid current, to the open water below. From the broad channel in which we have been sailing, we enter a narrow pass of troubled waters, between the beetling bluffs of "Ash Island" and Lyndoe light house, situate on a small Island of not more than one acre. Our way is for a short space between these almost perpendicular rocks crowned with forest growth on one side, and Islands of the greenest and freshest foliage on the other. A little white cottage, the residence of the light keeper, shows itself like an apparition and vanishes like magic. We catch glimpses of little spots of beauty which change and are renewed like the pictures of a kaleidoscope. A mile of such sailing from the light house and the boat swings again to the right and enters a narrow strait, whence for a moment she emerges at the end of a broad sheet, bounded by Islands which are covered by a forest

growth of the greenest verdure, but only immediately with another sharp turn in the contrary direction to enter with the seething current into another and narrower strait, where you are almost startled with the appearance of a little Island right under the bow, past which the water is rushing as from a broken mill dam. This is the vicinity of the

FIDDLER'S ELBOW,

probably so called from the sudden and rapid turns necessary to its navigation, although there is a tradition that on some fine summer afternoons, the sweet sounds of a violin have been heard, and some keen eyed sight seers have even pretended to discern the appearance of an old man with something that looked like a fiddle, accompanied by a small boy, on a cliff at the head of an Island upon which it is known that a light house formerly stood. But whether it be the ghost of some departed keeper of the light house, or musical genius who may formerly have presided at the rural merry-makings of the neighborhood, or a creature of veritable flesh and blood, no one, not even Capt. Visger, seems able to give any account. The locality, however, is probably more celebrated for its marvelous loveliness than any other portion of the St. Lawrence. Its numerous and intricate channels and hidden recesses are only known to the most experienced boatmen and fishermen. Capt. Visger we perceive has given this particular part of his trip the name of the

LOST CHANNEL.

What particular private information the Capt. may possess of its former navigation is more than we are able to divine. The only record of its use, which, after long research, we have discovered is in the account of the celebrated voyage of Capt. Jasper Western, who must have passed through it in the noted expedition of the "Scud," from Oswego, for the relief of the log fort that was hidden among the Islands as far back as the time of the Pathfinder in the old French war, for the particulars of which, with the account of its discovery and capture by a party of Indians under the renowned French Captain, Mons. Sanglier, we refer to the most interesting and romantic histories of the life of Leather-stocking, the border scout, written by Mr. Fennimore Cooper. It will be remembered by those familiar with those most veracious chronicles, that after the re-capture, which was successfully effected by the

skill of the Pathfinder, aided by the prompt reappearance of Capt. Western in the "Scud," the fort was abandoned and the military defences destroyed, as no longer of value. It is of course to be inferred that at the same time all knowledge of the proper approaches was purposely lost,and we surmise it has never since been discovered till Capt. Visger in his zeal for exploration of all the hidden recesses of the Islands, for the delectation of his pasengers, searched it out in his steam yacht the "Wanderer." It is almost certain that the block-house fort must have been somewhere in this vicinity, from the very sufficient reason that no other is so admirably adapted to the purpose for which it was built, and no other has ever been discovered, and here it is certain that neither the French Captain nor even his Indian allies would ever have found it but for the rascally treachery of Lieutenant Muir, an English officer who accompanied the expedition with the real design of betraying it to the French, but covered his nefarious purpose with the pretense of making love to Mabel Dunham, the pretty daughter of the Sergeant in command of the party. It is to be regretted that no amount of research has yet discovered the ruins of the log fort, or exactly identified the spot where these notable events transpired, and it is hereby suggested that a promising field is here open for the the labors of amateur antiquarians, where more minute researches might be as amply rewarded as were those of Jonathan Oldenbuck in his famous explorations of the Kaim of Kinprunes.*

As we emerge from the cluster of the "Fiddler's Elbow" we come into view of Grenadier Island Light House, the same seen at Alexandria Bay before starting. A few houses and fences are to be seen upon the shore of "La Rue," the large Canadian Island at the right, but the main, which is now visible on the left, is high and in many places precipitous. Only a single house with a dock on which is piled wood, ready corded, for sale to passing steamers, relieves the almost unbroken wilderness shore. Just below this, which isDarling's wharf, the Capt., if the day is sufficiently quiet, will let you hear a

VERY DISTINCT AND DISTANT ECHO

produced evidently by the return of the sound of his whistle from the perpendicular rock just opposite.

* NOTE. We are most happy to announce to the sight seeing public, that Captain Visger has promised that no pains shall be spared in searching out the precise locality of the ruins above referred to, and when found it shall certainly be brought within the route of his Steamer, and not only distinctly marked on every map, but particularly pointed out to every passenger who takes the least interest in identifying it.

Along down this usual Canadian channel, past both La Rue and Club Islands, some signs are manifest of the cultivation of the land in small patches between the rocks on both sides of us. Swinging short around the foot of Club Island, in front of a little Canadian hamlet, very appropriately named Rockport, we soon leave Canadian waters, and catch a view of several cottages and the Hotel on

WESTMINSTER PARK,

at whose dock we make our last landing before returning to Alexandria Bay. The name is at once suggestive of something Presbyterian, but we can assure the reader that there is nothing unpleasantly "blue" about this Park. The association was formed principally by gentlemen in sympathy with the Presbyterian church, but its gates are always freely wide open to every one. The organization was formerly effected and land purchased in September, 1877, and during the fall of that year work was commenced in clearing and opening avenues through the dense forest growth which covered a large part of the grounds. Lots were laid out and a considerable number sold in the spring of 1878, at which time a hotel was erected and the Park opened to public use. Its growth has not been so rapid as that of the Thousand Island Park, having lacked the concentration and energy of denominational purpose which characterized the other. Whether it is because Presbyterians have not the push and energy, and combined effort and shout ing power of their Methodist brethren, or because they are naturally slower and more conservative, we do not pretend to decide. Little effort has ever been made here in the way of inaugurating meetings, and bringing noted speakers to draw the crowds, only a Sunday school convention for a week having been held in 1879. The trustees have rather sought to make it a place where individuals and families who desire may find and enjoy a quiet home, with abundant room to ramble, or ride through the extensive avenues for which purpose carriages are at hand for those who desire to use them.

The grounds have been opened but just sufficiently to develop the possibilities of the future. They afford views of forest and water in every conceivable variety, and on the higher points, of great extent The growth has been considerable, solid, and of good material, but from the great extent of the grounds is not so obvious at a single glance as if the improvements were more concentrated. Some fine cottages and residences have been built, with which

he Park House, generally accommodate a population of several undreds during the summer months. This year several cottages ave beeu built or are in course of construcion on prominent oints, some of which are large and expensive. The trustees have arge faith that this is yet to be *the Park* of the Thousand Islands. n its natural features, and the great variety of its surface and cenery it is thought by some much to resemble the great Central ark of New York city, but the large circuit of its water boundary nd the greater height of its eminences, and rocky precipices, with he great extent and variety of its natural forest growth, give it the dvantages of mingled and various views of land, water and foliage owhere else to be seen except among the Thousand Islands of the t. Lawrence. While the boat lies a few minutes at the wharf, we ay call at the Park House, stroll about some of the nearest venues, and so get a glimpse of some of the cottages embowered mong the trees, but to fully explore them all, needs a day, or at east several hours, when as we walk or ride, each new turn will eveal new and different phases of natural loveliness.

Leaving the dock at Westminster Park our course is at first long its northerly shore, a rocky bluff of some forty or fifty feet n height, upon whose summit may be seen some elegant resi- lences but half hidden in the forest which crowns it. Doubling the ape at the foot of Wells Island, we turn our prow in the direction f Alexandria Bay, of whose immense hotels, especially the impos- ng front and tower of the Thousand Island House, we have at ntervals caught sight, since rounding the lower end of Club Island, pposite Rockport. We get a distant view of several fine places o the eastward, which are on a cluster of small Islands known as *the chain,*" some of which are built upon and improved. The inest places are probably those of H. A. Packer, and Robert Pack- r, sons of the late Asa Packer, president of the Lehigh Valley R. R. and Coal company, and largely connnected with the Coal and ron interests of Pennsylvania. These gentlemen have expended arge sums in building and beautifying their Islands. Among the rnamental structures is a very fine Iron bridge joining two of their slands, under which the smaller class of our stern yachts pass reely, and which is reported to have cost not less than five thou- sand dollars.

The view of these places is, however, too distant to be perfectly satisfactory, unless as is sometimes the case, when time permits, Capt. Visger passes round that way to give his passengers an op- portunity for a nearer inspection. In that case also we should

find other and quite extensive improvements in the neighborhood, notably on "Summerland," the largest Island of this cluster. This, which contains about fifteen acres, has been purchased by a company of gentlemen mostly from Rochester, N. Y., who have already erected twelve or fifteen cottages, and more are in contemplation.

At our right as we pass up, and somewhat nigher than the "Chain" we get a good view of

FAIRY LAND,

an Island of some twenty acres, on which the Haydens, father and sons, of Columbus, Ohio, have made and are constantly adding to improvements upon their summer homes, of an extent and variety no where else surpassed in this vicinity. Three fine residences front the water, whose surroundings have been beautified with an untiring care, and at an expense which must have already reached far into the thousands. Boat houses, yacht houses and other conveniences for the enjoyment of life upon the river, are by the water side, while a fine tower for outlook, surmounted by a flag staff, crowns the summit, and windmills raise the water from the river into tanks, whence it is distributed for irrigating lawns, and the supply of every conceivable want.

Our trip now draws to a close. We pass near the foot of an Island formerly known here as Steamboat Island, on which for several years stood a small hunting and fishing lodge, owned by A. E. Hume, Esq., an English gentleman of leisure and sporting taste, who was said to have been formerly engaged in business at Charleston, S. C., but who for several years almost made his home in the vicinity of Alexandria Bay. He called the Island "Plantaganet." But this year (1882) the hunting lodge has given place to a more pretentious erection. The Island was sold some months since to Judge Donahue, of Brooklyn, N. Y., for whom Mr. Pope has superintended most extensive and elaborate improvements in grading, and erected a large house with all the modern conveniences, finished throughout in a style second in beauty to none, for a summer residence of the best class. Judge Donahue has also we believe baptized the Island with the new name of St. John's.

Shortly beyond this we pass quite near enough for a good view of "Manhattan," Judge Spencer's elegant summer home, before referred to. We obtain a distant view of "Long Branch," owned by Mrs. Clark, of Watertown, who visits and entertains hosts of friends here, and nearer, of "Point Marguerite," the summer place of E. Anthony, Esq. The latter gentleman has here about twenty acres of land lying contiguous to the shore, where he indulges his taste for country life in directing the cultivation of garden and grounds. He is however, better known among photographic and picture men, as an early discoverer and successful operator in photography, and edits a monthly journal devoted to it. He probably made some of the first, perhaps the very first sun pictures ever produced in America. He is now the head of the oldest and most extensive house in the country for the supply of instruments and materials to that line of art. We pass quite near the light house and directly in front of "Bonnie Castle," landing in good time, and with an appetite sharpened for supper by the bracing and life-giving breezes of the St. Lawrence.

The trip has given us all a rare and inexpensive treat, not soon to be forgotten, and we instinctively resolve to repeat it at the first favorable opportunity.

Reasons Why Everybody Should Trade at

SISSON & FOX'S

GRAND EMPORIUM.

1st. They have the largest store in the village and carry the largest stock and greatest variety of goods, consisting in part of

DOMESTIC AND FANCY DRY GOODS !

Furniture, Hats, Caps, Clothing, Boots and Shoes, Hardware and Crockery, Drugs, Medicines, Paints, Oils, Varnishes, town and country Ready Mixed Psints.

SODA & MINERAL WATERS

on draught from one of Mathews' Best Fountains. Choice Groceries, Provisions, Wines, Liquors and Cigars, Confectionery, &c., &c.

2d. They employ only experienced, competent and

GENTLEMANLY SALESMEN !

who will not misrepresent the quality of the goods they sell.

3d. They deem it a pleasure to show their goods and

CORDIALLY INVITE THE PUBLIC TO CALL AND SEE THEM.

4th. They will not be undersold by any other House on the same quality of goods.

ALEXANDRIA BAY, June, 1882.

N. B.—They also have a few Desirable Points and Islands for Sale.

CENTENNIAL HALL,

A. C. McINTYRE & CO.,

Alexandria Bay, River St. Lawrence.

New and attractive views of the 1000 Islands, wholesale and retail.

STEREOSCOPIC VIEWS MOUNTED or UNMOUNTED

Also Views varying in size from 4x7 *to* 16x20.

PHOTOGRAPHS TAKEN TO ORDER.

Parties desirous of going to the Islands for the purpose of having groups taken will be conveyed there and back, free of charge, by steamer Idle Wild. Also

GENERAL NEWS DEALERS

The leading New York Dailies and Illustrated papers.

FRUITS AND CONFECTIONERY

This department will be kept up in a Superior Style to any previous season, having increased facilities for the fresh supply of the same.

Goods Delivered to Islands where Parties desire it

A VARIED ASSORTMENT OF

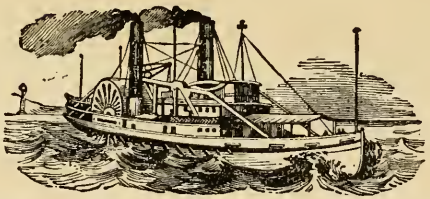
FANCY GOODS!

Including Bird Fans, Coon Head Chatelines, Rustic Work, &c., &c., Rustic Garden Chairs, Vases and Baskets, &c., a specialty.

A. C. McINTYRE, Centennial Hall,

Alexandria Bay, N. Y.

CORNWALL BROTHERS' TICKET AGENCY



ALEXANDRIA BAY, N. Y.

Tickets for Montreal, Quebec, Todousac, Ha Ha Bay, Gulf Ports, Halifax, St. Johns, Portland, Boston, White Mountains, Lake Champlain and George, Saratoga, New York and all points east and west, sold at

LOWEST EXCURSION RATES.

Secure your tickets before taking the steamers and save the difference between Local and Excursion Rates.

OFFICE at STONE STORE STEAMERS LANDING.

Also AGENTS AMERICAN EXPRESS CO., And Dealers in

Fishing Tackle, Camp and Island & General Merchandise.

TIME OF DEPARTURE AND ARRIVAL OF BOATS:

Leave for the East and West, 6. 00 a, m., 7.30 a. m., 2.10 p. m., 2.45 p. m., 6.30 p. m. Arrive at Utica 1.50 p, m., and 9.10 p. m.; Albany 4.40 p. m., 12·40 a. m.: New York 9.00 p. m., 6.45 a. m.; Saratoga 6.05 p. m.; Boston 9.20 a. m.; Syracuse 1.15 p. m., 9.55 p. m.; Buffalo 7.20 p. m., 8.00 a. m.; Detroit 6.55 a. m., 6.30 p. m.; Chicago 7.40 p. m., 6.10 a. m.

Leave for Montreal at 6.45 a. m., 7.30 a. m. Arrive at Montreal 6. p. m. Leave for Ogdensbug 6,30 a. m., 6.45 a. m. Arrive at Ogdensburg 9.00 a. m., 11.30 a. m.

Arrive at Alexandria Bay from the East and West at 11.30 a. m.,12.45 p.m., 6.30 p, m., 7.35 p. m., 10.15 p. m. From Montreal 1.30 p. m., 6.30 p. m. From Ogdensburg 6.30 p. m.

STEAMER "ISLAND WANDERER"

leaves for a forty mile trip among the Islands at 8.00 a. m. and 2.15 p. m., returning at 12.00 m. and 6.00 p. m.

DISTANCES FROM ALEXANDRIA BAY.

To Niagara Falls	250 miles	To Oswego	100 miles
Montreal	167 "	New York, via Montreal	350 "
Watertown	28 "	Brockville	24 "
Ottawa	88 "	Plattsburg via Montreal	249 "
White Mountains	267 "	Quebec	347 "
Portland	494 "	Albany, via Montreal	417 "
Saratoga, via Montreal	379 "	Boston, via Portland	647 "

THOUSAND ISLANDS,

RIVER ST. LAWRENCE.

St. Lawrence Hotel,

FRED D. HOWELL, Prop., Alexandria Bay, N. Y.

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ituated in the immediate centre of Alexandria Bay, surrounded on either side and within a stone's throw of the water.

The Most Convenient House in the Place,

ith sufficient capacity to comfortably accommodate **200 Persons.** Newly fur ished and COMPLETELY RENOVATED in every particular, and supplied with l the MODERN IMPROVEMENTS.

A CARD. THE confidence inspired by the signal success with which our former efforts have been appreciated, has prompted us to spare either time, pains, nor money to add to the comfort of those who lend their pa- ronage. We have, with great expense, newly furnished, papered and painted very room throughout, and greatly enlarged our dining-room seating capacity. We have the only complete LIVERY and BOARDING STABLES in the place, our im is and has been to furnish accommodations equal to any other house in the own. How well we have succeeded you must be the judges on the occasion of our visits. We hope for a fair share of your patronage.

TERMS, $2.00 PER DAY, $10.00 PER WEEK.

P. O. Address, **FRED D. HOWELL,**

ALEXANDRIA BAY,

JEFFERSON CO., N. Y.

CENTRAL PARK.

This place of summer resort is located on a peninsula off the main land, midway between THOUSAND ISLAND PARK and Alexandria Bay. It is on the cool side of the channel and is always

COMFORTABLE AND PLEASANT

in the warmest weather. It is believed any person who will visit and look this Park over will be satisfied there is no place like it on the river. The Park contains some fifty acres or more, nicely shaded, has lately been purchased, and is now owned and conducted by the

"CENTRAL PARK ASSOCIATION,"

is under the control of no religious denomination, its officers and owners, belonging to various churches. It is designed not as a religious or semi-religious place of resort, but as a place purely for rest and pleasure, during the heated term of the year. The Association has caused the Park to be laid out in avenues, public grounds and cottage lots.

A DINING HALL

has been erected and is now being run for the accommodation of guests, visitors and cottage owners, who do not desire to be troubled with providing their own board at their cottages. Rooms for the accommodation of those who have no cottages are also provided at Dining Hall and cottages connected therewith. The Park is now

OPEN TO THE PUBLIC

and all are invited to visit it and enjoy the cool retreat, to look over the lots and purchase one or more if they desire. There are over two hundred lots laid out and ready for sale, of all kinds, location and prices, besides the Association has reserved

SEVERAL ACRES OF LAND

peculiarly appropriate for picnics, and public gatherings. Any boat that travels the river can land its passengers at the wharf at the upper end of the Park. The Park is connected with the highway by a good drive, and is of easy access to those desiring to visit it with their own conveyances. For further particulars enquire at the Park, or address the officers at Watertown, N. Y.

W. G. WILLIAMS,
Secretary and Treasurer.

ROSELL H. HALL,
President.

The New St. Lawrence River Summer Resort

THE TERRACE HOUSE,

LOCATED AT THE

INTERNATIONAL ✦ CAMP ✦ GROUND,

MORRISTOWN, N. Y.

This New and Elegant Hotel has just been completed, at a large outlay, and is now ready to receive visitors for the summer season. The healthy climate of the vicinity is specially adapted to invalids.

The house is first class in all its details—elegantly furnished, unsurpassed cuisine.

DAILY MAIL FROM THE EAST & WEST.

TELEGRAPHIC COMMUNICATIONS WITH ALL POINTS.

Commanding magnificent view of river and surrounding country. Splendid fishing and boating along the river.

Four trains daily via Utica and Black river R. R. Daily communication, via steamers Rothesay, Stranger, and Cygnet, with Ogdensburg, Alexandria Bay, Rapids of the St. Lawrence &c.

RATES, PER DAY, $2 AND $2.50; WEEK, $8 AND $12; MEALS, 50 AND 75 CENTS

SPECIAL MONTHLY AND SEASON RATES.

E. L. LOCKWOOD Prop.

THE WESTMINSTER HOTEL,

HARRINGTON BROTHERS, Proprietors,

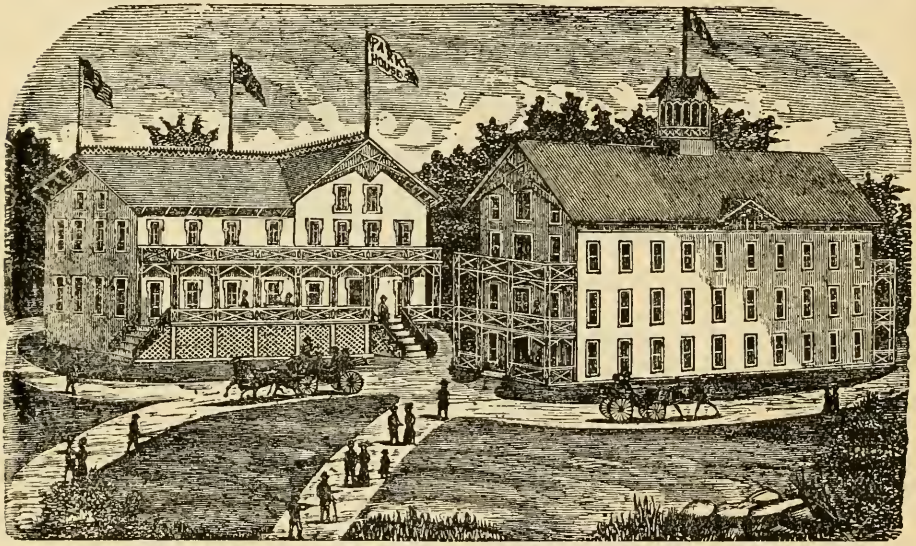
is located at Westminster Park, at the foot of Wells Island, in one of the most beautiful spots on the great

St. Lawrence River.

Vast improvements have been made this spring about the Hotel and in its immediate vicinity. The Hotel has been repapered and repainted, the dining room enlarged, and

FIFTY NEW ROOMS

have been added to the hotels accommodations. A bowling alley has been erected, and TWO elegant COLLENDER BILLIARD TABLES have been added for the



amusement of the guests. Very fine views of Alexandria Bay, the American and Canadian channels, and many islands, can be obtained from the cool, shady verandahs of this hotel, an advantage which no other hotel on the river enjoys, A neat and trim NEW STEAM YACHT has been engaged for the summer by the proprietors, and parties can charter her for any of their fishing or pleasure excursions. A Boat Livery is connected with the hotel, where parties can engage boats by the hour, day or week. We must also speak of the excellent oarsmen who row fishing parties from this hotel. A new Ferry Boat plys every half hour between the Park and Alexandria Bay, connecting with all the river passenger lines. The dining room will be presided over by a large corpe of gentlemanly waiters, and the cuisine of the hotel will be of an excellent order.

TERMS, - $2.00 TO $3.50 PER DAY.

Special Terms for the Season.

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HARRINGTON BROTHERS,
Westminster Park,
Alexandria Bay, N. Y.

Westminster Park.

This favorite resort was established under the auspices of the Presbyterian church, with the object of affording

A ✦ HEALTHFUL ✦ SUMMER ✦ ABODE,

which would be free from the usual temptations so common at fashionable watering places, and it has thus far proved a success, being

LARGELY PATRONIZED

by Presbyterian families and others of like taste and culture.

Its natural advantages are unsurpassed, if equaled, by any other point upon the St. Lawrence. It contains some of the

FINEST COTTAGES UPON THE RIVER,

and has the most diversified and healthful surface and water front.

The Association have still unsold many

DESIRABLE LOTS,

for the erection of cottages and have placed the sale of these lots in the hands of Dr. J. C. Gallup, who resides upon the Park. The title given is a warranty deed.

THE HOTEL WESTMINSTER

is finely located upon the grounds, and its advertisement will be found upon another page.

G. R. HANFORD,
Secretary.

CHAS. McKINNEY.
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BUY YOUR GOODS AT

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Where you always find a choice variety of

GROCERIES, BOOTS & SHOES, HATS & CAPS

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ALSO A FULL LINE OF CROCKERY.

Prices always to suit the times and at rock bottom.

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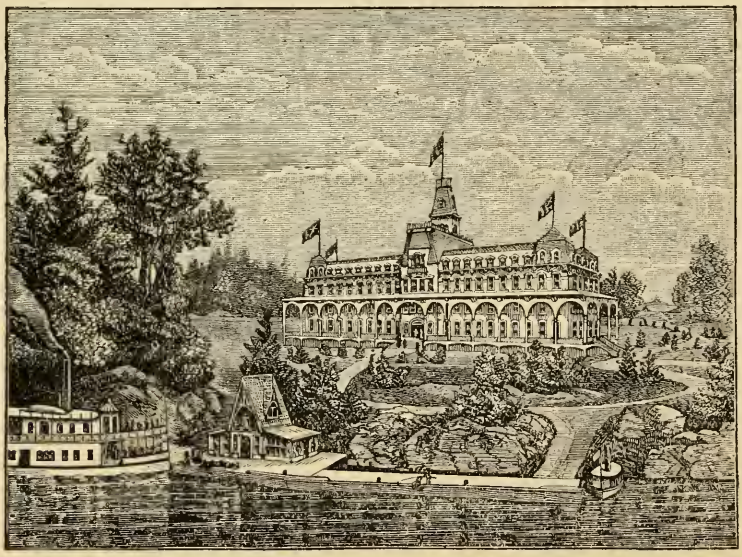
ROUND ISLAND HOUSE,



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"CEDAR HALL,"

Is where you can get the biggest and best dish of

ICE CREAM,

TO ALL WHO WANT THE

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Must go to CEDAR HALL.

It is the *mart* for all kinds of VEGETABLES. Our CHOICE

CIGARS AND TOBACCO

of themselves are evidence of their superior quality for the money.

LUNCHES ON THE EUROPEAN PLAN !

Can be had at all hours. Also

BREAD, BISCUIT, CAKES, ETC., ETC.

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ALL SIZES OF TENTS RENTED AT REASONABLE RATES !

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THE OLD AND RELIABLE LINE,

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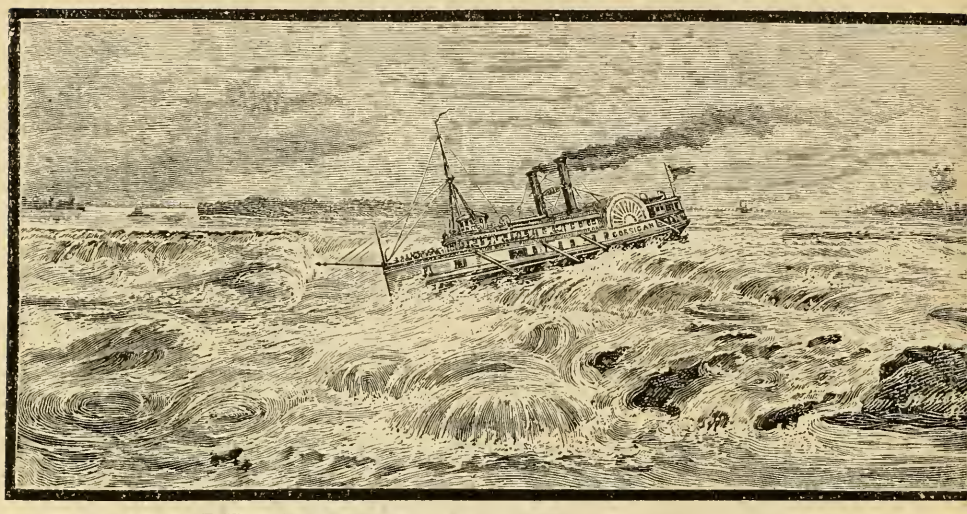
THE ONLY LINE RUNNING THROUGH BOATS BETWEEN

Clayton, Round Island and Thousand Island Parks, Alexandria Bay & Montreal

WITHOUT CHANGE.



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With Steamers at Montreal for Quebec, and all routes for the White Mountains, Portland, Boston, Saratoga, New York and the South.

NO OTHER LINE CAN CHECK BAGGAGE THROUGH to DESTINATION

By this, avoiding inconvenience of examination by Custom House officers at Montreal.

Through the Lakes of the Thousand Islands & down the Rapids by Daylight

All the rapids are run under the guidance of old and experienced pilots, including the world famous Indian "BAPTISTE."

Leave	CLAYTON	6.15 A. M.
"	ROUND ISLAND PARK	6.25 "
"	THOUSAND ISLAND PARK	6.35 "
"	ALEXANDRIA BAY	7.00 "
Arrive	MONTREAL	6.00 P. M.

By an arrangement with the GRAND TRUNK RAILWAY, Tourists and others can procure "OPTIONAL TICKETS," enabling the holder to travel by **STEAMER** or **RAIL** for a whole or a portion of the route, thus obviating the necessity of deciding as to the conveyance before starting.

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OF THE POPULAR & PALACE DAY STEAMERS OF THE

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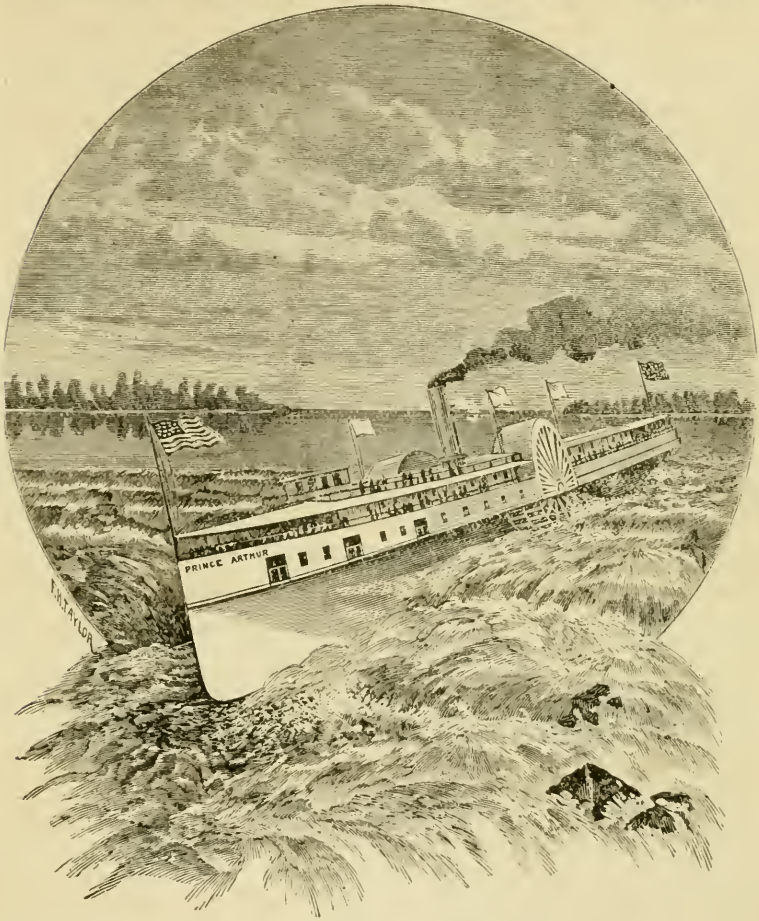

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"THE NEW AMERICAN LINE," will run as follows :

Leave NIAGARA FALLS daily, except Saturday	7.10 p. m.	Leave CLAYTON daily, except Sunday	6.00 a. m
Arrive CLAYTON	5.45 a. m.	" ALEX. BAY,	6.45 "
Leave CLAYTON daily, except Sunday	6.00 "	" OGDENSBURG,	9.15 "
		" MASSENA LDG.,	11.00 "
		Arrive MONTREAL	6.00p. m.

PASSING THOUSAND ISLANDS, AND SHOOTING THE RAPIDS BY DAYLIGHT.

BAGGAGE CHECKED THROUGH BY THIS LINE.

CORNWALL BROS., Agts., Alexandria Bay. C. C. MERRIMAN, Agt., Ogdensburg, N. Y.
GEO. L. DAVIS, Agt., Round Island Park. Thousand Island Park Association, Agts., Thousand Island Park.

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